





To-day's  
Advertisements.

TOO MUCHEE WET!!

"AS YOU LIKE IT."

THEATRE ROYAL

TO-NIGHT TO-NIGHT

NOT

VOLUNTEER PARADE GROUNDS.

All Tickets sold for Open-air Performance will be exchanged either at ROBINSON & Co's or THEATRE ENTRANCE.

PRICES ..... \$1.50 &amp; \$3

Soldiers and Sailors 50 cents.

Hongkong, 29th August, 1899.

[1080a]

BELLIOS PUBLIC SCHOOL.

THIS SCHOOL will be RE-OPENED on FRIDAY, the 1st September.

For further Particulars, apply to the

THE ACTING HEAD MISTRESS.

Hongkong, 29th August, 1899. [1101a]

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND

IN THE MATTER OF THE PETITION OF WILLARD REED GREEN, of No. 1325, GILPIN STREET, DENVER, ARAPAHOE COUNTY, STATE OF COLORADO, UNITED STATES OF AMERICA, ENGINEER, FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "IMPROVEMENTS IN MOTIVE-POWER ENGINES APPLICABLE ALSO TO PUMPS," FOR WHICH HER MAJESTY'S LETTERS PATENT WERE ON THE 15TH DAY OF JANUARY, 1898, GRANTED TO THE SAID WILLARD REED GREEN.

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION required by the above-cited ORDINANCE have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLARD REED GREEN by MATTHEW JOHN DENMAN STEPHENS, his duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above-named Inventions. And Notice is hereby also given that a Sitting of the Executive Council before whom the Matter of the said Petition will come for decision will be held in the Council Chamber, at the GOVERNMENT OFFICES, Victoria, HONGKONG, on MONDAY, the 4th day of SEPTEMBER, 1899, at 11 A.M. Dated the 26th day of August, 1899.

MATTHEW J. D. STEPHENS,

18, Bank Buildings, Hongkong,

The Agent and Solicitor for the said WILLARD REED GREEN.

[1103a]

## NOTICE

WANTED immediately a good PORTUGUESE or CHINESE CLERK able to write English well and translate English into Chinese, one with a knowledge of Accounts preferred.

Applications Stating, Qualifications, and Salary required to be sent in writing addressed,

"CLERK"

c/o Messrs. KELLY & WALSH, Ltd.,

Hongkong.

29th August, 1899. [1102a]

## FOR MANILA.

(Taking Cargo at through Rates for HOLLAND.)

THE Steamship

"URANUS"

Captain Landis, will be despatched as above on FRIDAY, the 1st September, at Noon.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 29th August, 1899. [1104a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship.

"GHAZEE"

will be despatched for the above port on, or about the 30th instant.

S.S. "ARGVILL" will sail about the 15th September.

S.S. "JOHN SANDERSON" at intervals of 2 weeks.

S.S. "AFGHANISTAN" at intervals of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 29th August, 1899. [1083a]

## For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED

and UNPLACED PONIES, JOCKEYS and

OWNERS.

PRICE 50 CENTS.

Only a limited number printed.

Send Orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE,

20, Queen's Road Central.

Hongkong, 6th March, 1899.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the

Manager, Hongkong Telegraph, and not to the Editor.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion of questions of all kinds affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are forwarded to all offices intended for insertion in this paper, not later than Three o'clock on the day preceding the day of publication.

Advertisements not so forwarded will not be inserted, and a full period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

## Intimation.



A. S. WATSON &amp; Co., LIMITED.

MANUFACTURERS OF AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 29, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The ominous words uttered by Mr. Chamberlain at Birmingham, as reported in the Reuter's telegram which we publish to-day, can, we think, leave little doubt in the minds of the public as to the outcome of the Transvaal crisis. Mr. Chamberlain has, throughout the whole of the negotiations, adopted a very strong attitude, evidently determined to concede nothing and be content with nothing short of a full compliance with British demands. In this attitude he has been supported by the English press, with the exception of the *Daily Chronicle*, which has accused him of attempting to force a war upon us. President Kruger has certainly not attempted to make matters less threatening by a policy of conciliation. He has apparently been striving to gain time by proffering small concessions, the inadequacy of which make their acceptance impossible besides increasing the bad feeling against the Transvaal amongst the Uitlanders and so bringing the general state of discontent amongst them to a head.

A TOUGH FIGHT.

It is inevitable, and we fail to see how it is to be averted while Mr. Chamberlain and President Kruger both remain firm, then Britain will have a war on hand which will require careful handling. It will be somewhat in the nature of an experiment, too, as it will be the first war in which we have employed our Indian soldiers against a white foe and, as we shall have to see how the new system of fighting in open order, necessitated by the great advances made in modern weapons, works out in practice. We shall see machine guns employed against weapons of a like nature and this will mean many practical lessons being taught (and learnt). It will be no old-fashioned hand-to-hand fight, but one conducted with all the latest scientific aids to warfare and as such will be regarded by the Powers of Europe as a huge experiment to test the efficiency of these modern death-dealing machines.

SHOOTING.

It must not be forgotten that the majority of the Boers against whom our troops will have to operate are born sportsmen, trained to the use of the rifle from their cradles and not trained at a fixed target, but at a living moving object. The recent operations in the Hinterland have not shown that our Indian troops, as represented by the Hongkong Regiment, are remarkable marksmen, else why the apparent lack of casualties amongst the Chinese. The report of Lieutenant Colonel The O'Gorman, as published in the Blue Book, refers to the few Chinese either found dead or seen to fall from the effect of the fire of the Pathans, the writer of the report stating that a range of six-hundred yards is too great for firing to have much effect at a moving target. We presume that in the Transvaal conditions will be much the same as in the New Territory, it will be a case of independent firing at a long range, and in such a case superior marksmanship will be bound to tell. Another point in favour of the Boers as opposed to our Indian troops is their well-known phlegmatic nature. They are not an excitable people and will in all probability fire as coolly and surely as if at practice. Can Indian troops be depended upon to do the same?

A HISTORICAL DESPATCH.

As was to be anticipated, Sir Henry Blake's despatch to the Secretary of State

on the Hinterland disturbances is most interesting reading, though it is of course stale news in so far as the operations in the new territory are concerned. The account of His Excellency's interview with the Viceroy of Canton, however, has not previously been made public and it certainly serves to show the craftiness of the Viceroy and fully endorses public opinion in Hongkong as to the anti-foreign leanings of that gentleman. That he was fully conversant with the intention of the inhabitants of the leased area to resist the British occupation, we do not think there can be any reasonable doubt and his attempt to repudiate the convention is also worthy of note. The Viceroy's despatch of the 19th April contains the following significant paragraph, which evidently shows that he had made up his mind to ignore the British:—

"Yesterday in a telegram (marked Ven) from the Tchang-li Yamen it was stated that a despatch had been received from the British Minister to the effect that the Chinese Customs could not be allowed to remain within the New Territory. Thus the agreement made between Wang Wei-yuan and Mr. Lochart, and the statements of the Governor of Hongkong made at the interview of April 2, are insufficient as proof, and we will cease to discuss the proposition to take over the territory on the 17th."

I beg you to at once inform the Governor of Hongkong that it will be needless for him to proceed to Kowloon on the 17th.

OMISSIONS.

Beyond the narration of His Excellency's visit to Canton and the correspondence with the Hon. J. H. Stewart Lochart, the Blue Book tells us nothing new. In fact it appears to be a censored account of the occurrences, for we find that some incidents have been entirely omitted. There is no mention made of the second flag-hoisting outside Kowloon City, but of course this may have been a private affair and so not considered of sufficient importance to be worthy of notice in despatches. On the other hand it must be admitted that this ceremony, although not partaking of the nature of a public function and of which no notice was given to the public, was the occasion of a deal of comment in the Colony, some of which comment was not of a particularly favourable character, the wisdom of the step being criticized on the ground that the Chinese might entertain the idea that Kowloon was chosen as the scene of the function owing to the unsettled state of affairs at Taipeh. There is also no mention made of the part played by the Volunteers in patrolling the approaches to the European quarter of Kowloon. Considering that it was deemed necessary to place warships on either side of the Peninsula with their searchlights playing upon the paths leading from the hills it is beyond doubt that the authorities considered the matter to be serious. We know now that there was no occasion for this apparent panic, but this was certainly not known to the Volunteers at the time and they are fully entitled to praise for the manner in which they turned out at so short a notice.

TELEGRAMS.

REUTER'S TELEGRAMS.

ITALY AND CHINA.

LONDON, August 27th.

A semi-official note from Rome says that despite the intention of the Government to keep the negotiations with China on peaceful and commercial lines, complication may arise if China meets the moderate demands of Italy with persistent refusals.

GREAT BRITAIN AND THE TRANSVAAL.

Mr. Chamberlain, speaking at Birmingham, said he regretted no progress had been made in the negotiations with the Transvaal and the crisis was not passed. Great Britain had exhibited patience, unparalleled in relations between a paramount Power and a subordinate State. The issues of peace and war were in the hands of President Kruger and, if further delay continued, the Government would not hold itself limited by what it had already offered, but would secure conditions finally establishing Great Britain's paramount power in South Africa.

There is much excitement at Delagoa Bay and the authorities are holding troops in readiness in apprehension of a Boer raid. Several men, suspected of being Boer emissaries, have been arrested.

(From Japanese Papers.)

RUSSIA, JAPAN AND CHINA.

AN ALLEGED CANARD.

TOKYO, August 17th.

On reading the Reuter's dispatch that the Russian Minister at Peking had made a strong protest against an alliance between Japan and China, the Foreign Office in Tokyo immediately directed Mr. Yano, the Japanese Minister to China, to investigate the matter, and report whether the London dispatch was true or not. A reply has now been received from Mr. Yano, definitely stating that the news published by Reuter was a mere canard.

THE TYPHOON IN KYUSHU.

GREAT DAMAGE AND LOSS OF LIFE.

ALMOST TWO THOUSAND HOUSES BLOWN DOWN.

TOKYO, August 17th.

A telegram from the Governor of Kagoshima, dated the 16th inst., states that further investigations so far made show that during the recent storm 14 people were killed in the city of Kagoshima and 23 others injured, while 800 houses collapsed and 807 were badly damaged. Fifty-two boats were wrecked. In the rural districts 33 people were killed and 11 injured, while 1,143 houses collapsed and 395 were badly damaged. Forty-five boats were wrecked and 400 carried away by the waves. The houses that suffered more or less damage are innumerable. Fire commenced in two places as the houses collapsed, but did not spread.

A telegram from the Governor of Kumamoto reports a heavy gale on the 15th. Fourteen dwelling houses and sheds were demolished, 7 people were injured, 3 boats were wrecked, one man was drowned and three are missing. It is feared the crops have suffered some damage.

KUMAMOTO, August 17th.

There was heavy downpour of rain following the storm of the 15th inst. No damage has been done to the rice crop, but the farmers are

much concerned at the extraordinary weather experienced for the time of year.

SUSPECTED CASE OF PLAGUE.

NAGASAKI, August 17th.

Two of the passengers of the *Fukushima Maru*, which recently arrived from Formosa, showed symptoms of plague, and the steamer has been ordered into quarantine in consequence.

DYSENTERY IN YAMAGUCHI.

YAMAGUCHI, August 17th.

Dysentery is raging in this prefecture, 238 cases being already reported.

FEARS OF GENERAL TRADE DEPRESSION.

LONDON, August 17th.

Fears are beginning to be expressed that a general depression in trade is likely to show itself before long.

M. Dervies, the great Russian millionaire, has suspended payment. In Egypt there are indications that the Nile will not reach its usual level, and in India the crop prospects are very unsatisfactory. The name of M. Dervies is well known in Russia. His fortune was originally made in railway contracting.—*Ed. A. C.*

THE JAPANESE IN CANADA.

DEFIANT ATTITUDE OF BRITISH COLUMBIA.

TOKYO, August 18th.

According to information received by the Government, the people in British Columbia are very indignant at the vetoing of the Bill to prevent the immigration of Japanese. It is believed that British Columbia will attempt to enforce the provisions of the Bill notwithstanding the decision rendered.

THE RECENT TYPHOON.

MIYASAKI, August 18th.

Investigations made up to this date regarding the damage done by the recent storm show that 118 houses collapsed, 6 people were killed by falling debris and 5 persons injured. A heavy thunderstorm was experienced this morning.

KAGOSHIMA, August 18th.

The recent storm in this prefecture was the most destructive ever experienced here. Governor Kano has issued a proclamation cautioning rice merchants and timber dealers not to take advantage of the disaster and raise prices.

BOILER EXPLOSION.

NAGANO, August 18th.

The boiler of an engine in the silk-reeling factory owned by Mr. Rokugawa at Suwa exploded to-day, killing a man instantly and injuring two others.

ILLNESS OF COUNT OKI.

TOKYO, August 18th.

Count Oki is lying dangerously ill. Their Majesties the Emperor and Empress have made the usual presents in token of sympathy.

SUSPECTED CASE OF PLAGUE.

TOKYO, August 18th.

One of the steerage passengers of the *Sagami Maru*, which arrived at Nagasaki from Formosa, having shown symptoms of plague, the steamer has been ordered into quarantine.

THE POLICE AND THE PRESS.

AMORI, August 18th.

The *Two Nippos* (a journal published in this town) having refused to insert in large type and at the head of a column a contradiction of a report relating to the police, has been prosecuted and sentenced to pay a fine of ¥5.

CURIOS IN AMERICA.

TOKYO, August 18th.

News has reached Tokyo that the sale in America of Japanese curios continues to fall off, and it is feared the trade will soon be practically at an end. The bad sales are chiefly due to high prices despite old designs and inferior quality.

WEATHER REPORT.

The Observatory report says:—

On the 29th at 11.30 a.m. The barometer has fallen considerably in the extreme North, risen on the China coast, except in the South. The depression is moving to the N.E. in the Sea of Japan. Pressure is high over the S.E. coast of China and in the S. part of the China Sea. Forecast:—Moderate or fresh E. winds; squally, showery.

LOCAL AND GENERAL.

WE understand that H.M.S. *Victorious* will probably be sent home shortly.

The Wesleyan conference has rejected a resolution which declared that no Christian ought to manufacture or sell intoxicants.

The remains of the number of visitors to the City Hall Museum for the week ended 27th August, are:—Europeans 174, Chinese 1,474; total 1,648.

The Legislative Council of Southern Rhodesia proposes to tax products from Cape Colony imported into the country. Mr. Cecil Rhodes, however, strongly deprecates the proposal.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Chung Shun Koo ..... \$10.

A BRITISH reconnoitring party from the Nile has ascertained that the Khalifa is in desperate straits. His followers have dwindled down to an insignificant few, and he is short both of food and ammunition.

We are informed that the Hongkong and Whampoa Dock Co. have orders for two more "double enders" for the Star Ferry Co. to be employed on the Kowloon run. It is expected that they will be put on the stocks next week and the work pushed on as quickly as possible.

The government difficulty concerning the upper deck is also under consideration and no doubt will shortly be settled; the Company being allowed the full advantage of the upper deck while the safety of the public will be ensured.

The Principal of the University of Vienna, Professor Wiesner, having signed the International Address of learned men appealing to the Emperor of Russia on behalf of Finland, has been severely reprimanded by the Minister of Education, Count Hyland-Riedel, for so doing. He was informed in somewhat sharp terms that, as an official personage in Austria, it was highly improper for him to intervene in the political affairs of friendly Powers. The reprimand has naturally caused much comment here.

This morning at the Harbour Masters Office, four Chinamen employed as subson watermen on the P. & O. S. S. *Bombay* were charged with desertion. It appears that the *Bombay* is going home this morn'g, the boys had signed an agreement for a certain length of time and it was to get out of this contract that they deserted. No. 1 boy was sentenced to a month's imprisonment with hard labour, the other three being awarded ten days apiece.

It is hard to say how much punishment imprisonment is to the average Chinese coolie; these four evidently did not think much of it, as they went away laughing and chatting quite content to have the agreement annulled so easily. "One of the boys had already served four months at Victoria Goal for stealing when employed on a German ship, but still, when he again comes out of prison he will be able to get another situation without his employer having the slightest suspicion of a stain on his character."

"My Man Sandy" by J. B. Salmon, published by Messrs. Sands and Co., is a little book of sketches of Lowland Scottish life as good of their kind as any ever done. Their kind is that which can never be quite popular among Southern readers, for the sufficient reason that they are entirely composed in dialect. They do not seek to compete nor to compare with such sketches as "Auld Licht Idylls" or "The Sickie Minister," or "The Bonnie Brier Bush," in which dialect is used, merely in dialogue. They are rather to be compared with those titles of "Tammam Bodkin," which have been popular with Scottish readers for more than a generation. "My Man Sandy" is in some regards much better than "Tammam Bodkin." There is more variety and more action, and a more noble sense of farce. Farce, indeed, is the prevailing note, rather than quiet humour, and of that sort "Sandy and the Dinner Bell" and "Sandy Makes a Speech" are especially amusing. But the whole book, which is adorned with an excellently drawn frontispiece by Mr. James Greig, deserves the attention of all who can tackle the craggy dialect of Angus.

The June member of the *Mercantile Marine Service Association Reporter* contains lengthy notice of the death of Mr. J. J. Grylls, who since 1872 has filled the position of Secretary of the Liverpool Mercantile Marine Service Association with unlimited credit to himself and great advantage to the Service. Writing in the *Reporter*, Mr. Henry F. Watts says:—Mr. Grylls' work was unique, and his place will never be refilled. But he has founded a dynasty, and in the person of his son (Mr. C. P. Grylls), who has been his father's assistant for 10 years, and has now succeeded him, we have every prospect of a continuity of good government and the conservation of our best traditions. Some may ask, "What monument shall be erected to Grylls?" and one who knew him well will reply—"No image of bronze or marble is required; in the words of a well-known epitaph, 'Si monumentum queris—circumspice.'" If you want a monument look round. Yes, look at the gratitude of England's most important profession look at those 70 or 80 men in the Old-Salters' Home, and the 75 men of the Ismay Pension Fund; look at the 310 boys in the *Canary*; the widows and the distressed sailors, who come monthly to the rooms for their relief, and the writer will ask, with some confidence, "Are not these monuments more lasting than brass?" Mr. Grylls was born in Sunderland in 1845; his father was a Civil Engineer. The father must have had a practical knowledge of ships, for he was the inventor and patentee of the "self-fleeing windlass whelpa." The writer was shipmate with them in Green's *Indianian Wellesley*, built in 1844, and admirable they were, and much in use in large first-class ships.

RICKSHA COOLIES.

For some time past ricksha coolies have been in the habit, when told to wait outside a public house and risk missing their right fare, of grabbing hold of the first drunken seaman they see, calling for the police and charging the man with refusing to pay his legal fare. Next day, the poor sailor, not only has to pay a fine but also compensation to the ricksha coolie. This morning things did not turn out quite so favorably for the Chinamen. Three ricksha coolies gave evidence that they had been engaged by three merchant seamen from the *Sailor's Home* at 9 o'clock last night, and had taken them to the Globe Hotel, where they had waited until 11 p.m. One coolie gave a most detailed account of how he had watched the three sailors and when they came out asked for his money. The men denied using the rickshas and refused to pay. The police were called and seamen looked up for the night. This morning the Britishers were able to conclusively prove that they could not possibly have been at the places at the times given by the coolies and that the graphic statement made by the Chinamen was a tissue of lies. The case was dismissed; the lying Chinamen getting off scot free after the seamen had spent a night in the lock-up.

We often see similar cases at the Magistracy, with the exception that usually the seaman gets fined or punished. In many instances it is for assaulting a ricksha coolie; though the defendant proves that the coolie used most abusive and insulting language towards him. The Magistrate has to impose a fine and tells the European that he should not have taken the law into his own hands but have handed the man over to the police. We fully agree with the Magistrate so far, but would point out the great expense of time and inconvenience this entails on a business man. He can hardly be expected to neglect his work to come up to the police court at 9 o'clock next morning, perhaps wait for hours before his case is called, for if there was any accommodation might be the public would some great benefit, but as it is, during the time he is waiting at the police court he has nowhere to sit down and has to stand around the court with all the scum and filth of the Chinese population. It must not be forgotten that the Chinese coolie is a past-master in the art of lying and can always get others



2-12 oared cutters, boys and oars, crew short course, 1st prize \$40, 2nd prize \$13, 3rd prize \$6.

**Victorious**.....1  
**Aurora**.....2  
 10 oared cutters, boys and oars, crew short course, 1st prize \$22, 2nd prize \$11, 3rd prize \$5.

**Barfleur**.....1  
**Alacrity**.....2  
 3-12 oared cutters, racing crew, short course, 1st prize \$10, 2nd prize \$5, 3rd prize \$3.

**Victorious**.....1  
**Aurora**.....2  
**Undaunted**.....3  
 4-4 and 5 oared gigs and whalers, stokers crew, long course, 1st prize \$12, 2nd prize \$6, 3rd prize \$3.

**Victorious**.....1  
**Alacrity**.....2  
**Ipheigenia**.....3  
 5-12 oared cutters, racing crew, long course, 1st prize \$20, 2nd prize \$13, 3rd prize \$6.

**Victorious**.....1  
**Centurion**.....2  
**Barfleur**.....3  
 6-16ft service dinghies (Oars or sculls to be pulled in service positions), racing crew, short course, 1st prize \$8, 2nd prize \$4, 3rd prize \$2.

**Victorious**.....1  
**Hermione**.....2  
 7-4 and 5 oared gigs and whalers, working daymen crew, short course, 1st prize \$12, 2nd prize \$6, 3rd prize \$3.

**Victorious**.....1  
**Barfleur**.....2  
**Hermione**.....3  
 8-5 and 6 oared gigs and whalers sub-officers crew, short course.

**Barfleur**.....1  
**Hermione**.....2  
**Victorious**.....3  
 9-12 oared cutters, racing crew, long course, 1st prize \$30, 2nd prize \$19, 3rd prize \$9.

**Undaunted**.....1  
**Hermione**.....2  
 10-10 oared cutters, racing crew, long course, 1st prize \$33, 2nd prize \$16, 3rd prize \$8.

**Barfleur**.....1  
**Alacrity**.....2  
 11-6 oared gigs, racing crew, long course, 1st prize \$21, 2nd prize \$10, 3rd prize \$5.

**Hermione**.....1  
**Centurion**.....2  
**Alacrity**.....3  
 12-4 and 5 oared gigs and whalers, boys and oars, under 10 crew, short course, 1st prize \$12, 2nd prize \$6, 3rd prize \$3.

**Victorious**.....1  
**Barfleur**.....2  
**Hermione**.....3  
 13-Berthon boats, racing crew, short course, 1st prize \$18, 2nd prize \$9, 3rd prize \$4.

**Victorious**.....1  
**Barfleur**.....2  
**Hermione**.....3  
 14-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 15-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 16-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 17-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 18-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 19-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 20-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 21-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 22-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 23-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 24-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 25-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 26-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 27-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 28-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 29-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 30-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 31-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 32-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 33-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 34-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 35-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 36-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 37-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 38-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 39-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 40-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 41-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 42-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 43-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 44-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 45-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

**Centurion**.....1  
**Barfleur**.....2  
**Alacrity**.....3  
 46-12 oared cutters, obstacle, duty crew, special course, 1st prize \$20, 2nd prize \$11, 3rd prize \$5.

## PHILIPPINE NEWS.

(From Manila Papers.)

## ESCAMILLA NOT ARRESTED.

MANILA, August 21st.—We find that, says the *Manila Times*, the information given to us about Antonio Escamilla being again arrested, was erroneous. He has not been arrested, nor is there any suspicion of any kind against him. We regret that we were misled and hasten to correct the error.

## A COURT MARTIAL.

The case of the three soldiers, belonging to Co. B, of the 16th Infantry, which is now being tried by a board of officers comprising a general court martial at Police Headquarters is exciting general interest.

The prisoners consist of one corporal and two privates, and they are all charged with having broken into the houses of Filipinos and robbed and outraged the inmates. The charge is most serious and in army law we understand the punishment of the offense charged is death. For nearly three weeks the case has been on the docket, and from present prospects it will continue so for three weeks more. A new board of officers has been appointed to try the case, as the prisoners challenged so many members of the former board, that it was reduced below the number required by law.

## TELEGRAPHIC COMMUNICATION.

The Americans now have wire communication with the provincial towns of Taguig, Lolo, Calamba and Los Baños. Lieut. Cunningham of Co. C, of the Signal Corps, returned to Manila Saturday night from the Laguna country, coming down the Pasig in a boat, belonging to the Cable-Ship *Unloker*. Lieut. Cunningham and his five men mended the cable between Lolo and Taguig which was cut some time ago by the insurgents. It was only necessary to drag for the cable, locate the break and mend it. It was apparent that the cable had been cut by a wharf, if not the insurgents or the white coated "anigos." Later Lieut. Cunningham opened wire connection between Los Baños and Calamba.

## THE ALLEGED DEATH OF DEL PILAR.

Reports of the death of Gen. Gregorio del Pilar during the battle of Balingasay Thursday, as reported in the *Times* of that date, have been confirmed. Saturday night a scouting party from the 3rd Infantry advanced well into the enemy's country from Balingasay. While reconnoitering in the vicinity of the battlefield of Thursday a riderless horse was discovered, and was ridden aimlessly about in the brush. The animal was saddled and bridled. There was blood upon the pistol holster and saddle bag. The latter contained none other than the private papers of General Gregorio del Pilar. During Thursday's battle an insurgent officer, conspicuous for his daring and supposed to be General Gregorio del Pilar, was seen to fall from his horse as if shot dead. As far as can be ascertained the horse found by the scouting party answered to the description of the one ridden by the officer in Thursday's battle.

## BATTLE AT ANGELES.

August 22nd.—It is rumored that a fierce battle raged at Angeles yesterday afternoon. The insurgents in strong force began the attack. The outcome cannot be ascertained at present. The story is given general credence by soldiers who left Angeles yesterday. It is said Col. Bell is wounded.

## AT TARLAC.

August 23rd.—From latest reports received from the enemy's lines, it would appear that the rebels are gathering in force at Tarlac, while another large body appears to be gathering at Candaba, near the 22nd Infantry outposts. These are the statements made by some of the prisoners now in San Fernando. These same prisoners are also authority for the statement that the insurgents have no more coal to roll their trains with, and so nearly all their rolling stock is being dumped into the rivers, and the roadbeds destroyed before it is captured by the advancing Americans.

All is quiet along the north firing line, as there has been no advance made since Saturday last, but the American scouts manage to keep a few of the faithful of the enemy awake when on outpost duties, and the rebels manage to keep the Americans company when they are on guard, although both parties talk at long range.

## ELEVEN MEN DROWNED IN THE SAN MATEO RIVER.

To-day we (*Manila Times*) are for the first time able to give definite information of the sad drowning which occurred at the Santolan Pumping Station last Monday morning. It did not occur at the deposit as previously stated but near the Santolan Water Works pumping station on the San Mateo river.

On Monday morning at 6 o'clock a detachment of 22 men of the 24th Infantry (colored) with their lieutenant, attempted to cross the San Mateo river, recently swollen by heavy rains, from the water-works side of the river, near Camp Alaya, over to the Santolan side, on a raft constructed from two bancas. As the point of the river is a ferry, and the raft above mentioned is pulled back and forth by means of a rope.

On Monday morning, after the 22 men with their lieutenant were aboard and were pulling themselves over by means of the rope stretched across the rope broke, and the strong current immediately capsized the raft, precipitating the entire body of soldiers into the water. The lieutenant and twelve of the men saved themselves by hanging on to the raft and pulling themselves ashore by means of the broken rope. The other ten men immediately sank and were carried down stream by the heavy under current, they being almost helpless, being encumbered with their accoutrements and 200 rounds of ammunition.

As far as we are able to learn none of the bodies have yet been recovered. During the struggle of the unfortunate men in the water a white soldier who happened to pass along the river front, and whose name and regiment we are unable to ascertain, jumped into the river and attempted to rescue the drowning men. However, the current was too strong for him, and he also succumbed to the power of the water, and thus died. The death of a hero. At the point where the accident occurred the river is exceedingly dangerous and treacherous when swollen by rains and baffles the skill of even expert swimmers. Only a short time ago two native fishermen who were short swimmers and divers were caught by an under-current and drowned.

This morning the River Pasig gave up five dead bodies, one white soldier who has a very badly bruised forehead, and four colored soldiers, who were drowned at Santolan Monday. The corpses were nearly double their original size, and floated like corks on the surface of the water, being filled with gas.

## THE PLAGUE.

Cases reported to 28th instant.....1,400  
 Do do during past 24 hours.....240  
 Deaths reported to 28th instant.....351  
 Do do during past 24 hours.....152

## THE "ROHILLA" IN TROUBLE.

When the P. & O. steamer *Rohilla* was making her way towards the Habo, on her arrival in Yokohama harbour on the 14th inst., says the *Yokohama Gazette*, she stuck on the mud, owing, it is said, to the inefficiency of the harbour dredging. Afterwards, when she shifted with the rising tide, the chain of one of the mooring buoys got underneath her propeller. Divers were sent down to make things clear, and being successful in their efforts the steamer got alongside the Habo soon after midday on the 15th, apparently unscathed.

## THE "CARMARTHENSIRE" AGROUND.

During the blow last night, says the *Japan Herald* of 16th inst., the S.S. *Carmarthenshire* went aground on the spit inside the break water owing to the breaking of the catch in her mooring chain under the strain which allowed the chain to run out to its extreme length. She is now discharging Hongkong cargo and is expected to get off at any time.

## THE YOKOHAMA FIRE.

## ITS PROBABLE ORIGIN.

There are several stories afloat as to the origin of the great fire on Saturday night, says the *Japan Advertiser*. One of these is to the effect that a quarrel occurred between the keeper of the Shoseikwan bath-house and his wife, in the course of which the former took up a lighted kerosene lamp and threw it at his wife. Kerosene, however, was not generally credited to the effect that a card party which included some of the bath-house employees, was playing in a shed outside the bath-house when a lamp was accidentally overturned. The bath-house employees were examined yesterday at the Kotokubiki police station. On Sunday afternoon a number of the sufferers by the fire, armed with clubs and poles, surrounded the bath-house, broke down the fence which was being erected around it, and dragged out the proprietor, Hiraoka Okutoki, and beat him so severely that he is not expected to live, his wife also being more or less injured.

## FATAL FIRE IN TOKIO.

A big fire broke out in a house in Tokio, at 5 a.m. on the 18th instant. A violent south wind was blowing at the time. About one hundred buildings were destroyed, the fire lasting almost two hours. The father of Yoshi-moto Takejiro, seventy-four years old, lost his life in the fire.

## THE CHINESE COMMERCIAL MISSION.

The Japan Foreign Trade Society entertained Messrs. Liu and Ching, the Chinese commissioners now in Tokyo, at a banquet on the 16th inst. Mr. Ikeda spoke on the object of the gathering, and Mr. Liu responded, his speech being translated by Mr. Otani, Japanese Consul at Shanghai.—*Kobe Chronicle*.

## Kobe's POPULATION.

The *Yoshin Nippo* states that the population of Kobe has been increasing at the rate of over 5,000 yearly, and the amount of the income tax continues to increase in proportion. The Income Tax Committee expects to conclude its investigations next week. The matters now under investigation are the salaries and allowances, residential ground-rents and profits of business.

## A GREAT NAVAL REVIEW.

TOKYO, August 17th.

About April next naval manœuvres will be held on the largest scale yet attempted in Japan, all the ships, including the battleships *Hatake* and *Shikishima*, numbering some 160 of all descriptions will participate in it. His Majesty the Emperor will assume the command, and the manœuvres will be carried out on the coast of the sea, with an engaged fleet of foreign vessels. The necessary expenses will be asked for when the Diet meets next session, and they will be extended over two fiscal years. The magnitude of the undertaking is such that preparations are already being pushed forward. It is expected that all the foreign squadrons in Far Eastern waters will assemble to witness the manœuvres.—*Kobe Chronicle*.

## RUSSIA'S EX-MINISTER TO COREA SPEAKS OUT.

Rumours are being spread in St. Petersburg, says the *Saint Independent*, that a probable serious crisis in Corea is considered inevitable. M. Pavloff has very often expressed his opinion that the withdrawal of the Russian troops from Corea as well as the recalling of the Russian Financial Councillor Alexieff was a great mistake. It is sought to attribute the better state of finances to his brief management. The truth, of course, is he merely carried out what Mr. McLeay Brown had been working at for two years. The predominance of the Japanese element, as it is also stated, has induced M. Pavloff to precipitate events in Corea, and to urge the intervention of Russia, lest it might be too late. An official document sums up the situation as follows:—"Complete anarchy is approaching in Corea. A real Government no longer exists, and if the various States still maintain their representatives at Seoul and take for a reality the Korean Government which has become a myth, it is only owing to their desire to defer as long as possible the inevitable end."

## ONLY A RUMOUR.

With reference to the London telegram of 8th inst., stating that the Russian Minister to Peking had lodged an objection with the Chinese Government against the proposed alliance between Japan and China, the Foreign Office instructed the Japanese Minister to Peking to investigate the matter. The Minister has now replied that it is nothing but a rumour.—*Kobe Herald*.

## A BOY BAYONETTED.

A rather extraordinary story comes from Sendai, says the *Japan Gazette*. A soldier belonging to the Fourth Regiment of Infantry was on duty as a sentry on the evening of the 13th inst. in front of the gate of his barracks. While he was thus employed a 12-year old boy named Goto Shichinosuke, who had been sent by his father to buy rice, passed the soldier. As the boy came down whistling the soldier bayoneted him in the side without giving the slightest previous warning. The lad died on the spot from the wound. Why the man should adopt so reckless a step towards the youth is a mystery. Some believe that the boy was mistaken for a dog while others assert that possibly the soldier meant to scare him and only killed him by accident. Our native contemporaries describe the affair as most disgraceful, which is rather mild language to use for such an action. But there must be another side to the story.

## THE RECENT TYPHOON.

## POSITION OF THE "ARVILL."

The *Argyll* is still aground where she went ashore near the boat-house during Tuesday's typhoon, says the *Kobe Chronicle* of 18th inst. This morning about three hundred coolies are at work removing the sand on the shore side of the steamer, which lies broadside on to the shore, with scarcely a list. A dredger will arrive to-morrow from Osaka and dredge the sand on the seaward side. It is confidently expected that the steamer will get off on Sunday.

## THE TRANSVAAL.

## SIR ALFRED MILNER'S DESPATCH.

## A PIECE OF PLAIN ENGLISH.

LONDON, July 29th.—The despatch of Sir Alfred Milner on the situation in the Transvaal to the British Government has been marked by press comment as the most important declaration on the subject yet made. After giving a full description of the state of affairs Sir Alfred Milner writes:—"The right of Great Britain to intervene to secure fair treatment of the Uitlanders is fully equal to her supreme interest in securing it. The majority of them are her subjects, whom she is bound to protect. But the enormous number of British subjects, the endless series of their grievances, and the nature of those grievances, which are not less serious because they are not individually sensational, makes protection by the ordinary diplomatic means impossible. We are, as you know, for ever remonstrating about their rights, and the other injury to British subjects, only in one case, and only when we are very emphatic do we obtain any redress. The sore between the Transvaal Republic is thus inevitably kept up, while the result in the way of protection to our subjects is lamentably small. For these reasons it has been, as you know, my constant endeavor to reduce the number of our complaints. I may sometimes have obtained when I ought to have protected, from my great dislike to ineffectual nagging. But I feel that the attempt to remedy the hundred and one wrongs springing from a hopeless system by taking up isolated cases is perfectly vain. It may easily lead to war, but will never lead to real peace. The true remedy is to strike at the root of all these injuries—the political impotence of the injured. What diplomatic protests will never accomplish, a fair measure of Uitlander representation would gradually but surely bring about. It seems a paradox, but it is true, that the only effective way of protecting our subjects is to help them to cease to be our subjects. The admission of Uitlanders to a fair share of political power would, no doubt, give stability to the Republic. But it would, at the same time, remove just one of our causes of difference with it, and would, in the long run, entirely remove that intense suspicion and hostility to Great Britain which at present dominates its internal and external policy. The case for intervention is overwhelming. The only attempted answer is that things will right themselves if left alone. But, in fact, the policy of leaving things alone has been tried for years, and it has led to their going from bad to worse. It is not true that this is owing to the raid. They were going from bad to worse before the raid, and the Transvaal was on the verge of revolution. The effect of the raid has been to greatly hasten the process of leaving things alone a new stage of life, with the old consequences."

"The spectacle of thousands of British subjects kept permanently in the position of helots, constantly chafing under unredressed grievances, and calling vainly for their Majesty's Government for redress, does steadily undermine the influence and reputation of Great Britain and the respect for the British Government within the Queen's dominions. A certain section of the Press, not in the Transvaal only, preaches openly and constantly the doctrine of a Republic embracing all South Africa, and supports it by the Transvaal's alliance with the Orange Free State, and the active sympathy which in case of war, it would receive from a section of her Majesty's subjects. I regret to say that this doctrine, supported as it is by a ceaseless stream of malignant lies about the intentions of the British Government, is producing a great effect upon a large number of our Dutch fellow-colonists. Language is frequently used which seems to imply that the Dutch have some superior right even in this colony to their fellow-citizens of British birth. Thousands of men peaceably disposed, and if left alone, perfectly satisfied with their position as British subjects, are being drawn into disaffection, and there is a corresponding exasperation on the side of the British."

"I can see nothing which will put a stop to this mischievous propaganda but some striking proof of the intention of her Majesty's Government not to be ousted from its position in South Africa. And the best proof alike of its power and its justice would be to obtain for the Uitlanders in the Transvaal a fair share in the government of the country, which owes everything to their exertions. It could be made perfectly clear that our action was not directed against the existence of the Republic. We should only be demanding the establishment of rights which now exist in the Orange Free State, and which existed in the Transvaal itself at the time of, and long after, the withdrawal of British sovereignty. It would be no selfish demand, as other Uitlanders besides those of British birth would benefit by it. It is asking for nothing from others which we cannot give ourselves. And it would certainly go to the root of the political unrest in South Africa, and though temporarily it might aggravate, it would ultimately extinguish the race feud which is the greatest danger of the country."

The tone of the South African press, as shown by mail news which arrives at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai, is full of compromise being arrived at. Fears were expressed that when the crisis was over the Transvaal would back out of its arrangements.

## THE DEBATES.

LONDON, July 29th.—The situation in the Transvaal was discussed in both Houses of Parliament last night. In the House of Commons, Sir H. Campbell-Bannerman, leader of the Opposition, admitted that the Transvaal was a constant source of danger to the peace of South Africa, but denied that a case for armed intervention had been made out. The Jameson raid justified the suspicion entertained by the Boers, and Great Britain must rely upon moral suasion, and the aid of enlightened Dutchmen at the Cape for a settlement of the difficulty.

Mr. Chamberlain, Secretary of State for the Colonies, said that Great Britain was entitled to interfere on four grounds, viz., the right of every Power to protect its subjects if they were oppressed; the right of suzerainty; the conventions entered into between Great Britain and the Transvaal had been broken both in and spirit; and the promises on which the conventions had been granted had been falsified. He did not desire to haggle about details, but he was bound to see the thing through. He would submit the new franchise law, to legal experts in South Africa for them to ascertain whether it secured to the Uitlanders adequate representation. He thankfully recognised that the

colony was willing to give the mother country active support, but of difficulty. He declined to pledge the Government in respect to what action it might ultimately take. He considered that the Colonial Office had displayed excessive patience and moderation in dealing with President Kruger. No one desired to annex the Transvaal or to lessen its independence. He was still hopeful that a satisfactory settlement would be arrived at because President Kruger seemed aware that the Government and the country were in earnest.

Mr. Chamberlain's statement was received with cheers.

Mr. F. Sigismund Mendel, M.P. for Plymouth, and Mr. Ellis Griffith, M.P. for Anglesey, both Liberals, supported Mr. Chamberlain's views.

No division was called for.

Speaking in the House of Lords, the Earl of Selborne, the Parliamentary Secretary for the Colonial Office, said that the demands by Sir Alfred Milner, High Commissioner for Cape Colony, at the Bloemfontein Conference, were the minimum which would be accepted. The Premier adopted Lord Selborne's definition of Sir Alfred Milner's minimum, and said that President Kruger had systematically followed a policy which had for its object encouragement of racial feeling, and the reducing of the English residents of the republic to the condition of a conquered race. "We have," he continued, "put our hands to the plough, and will not turn back. The convention is not immovable, but, if the landmarks are disturbed, something will have to be substituted for them which will not allow of the revival of the old formidable difficulties."—*Sydney Telegraph*.

## SHIPPING REPORTS.

Captain Dinsie, of the steamship *Titus*, from Saigon, reports—Light monsoon and fine weather throughout.

Captain Hall, of the steamship *Thales*, from Swatow, reports—Moderate N.E. wind and sea, dull rainy weather. Vessels at Swatow on the 28th inst.—*Rafan*, *Huangchee*, *Trym*, and *Equatoria*.

## NOTANDA.

## CALENDAR.

## AUGUST.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.755  
 Thermometer.....81.6  
 Humidity.....83  
 Rainfall.....1.3482

## TO-LAY.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.84 29.78  
 Temperature.....79 77  
 Humidity.....78 79  
 Rainfall.....10

## TO-MORROW.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.84 29.78  
 Temperature.....79 77  
 Humidity.....78 79  
 Rainfall.....10

## ANNIVERSARIES.

1840—Conference at Tientsin with Ki-shen.  
 1875—The ship *Darlington* lost on Palawan Shoal.  
 1896—Marital law proclaimed in Manila.  
 1897—General Merritt leaves for Paris.—Edict ordering reduction in number of officials, and expenses.

## SHIPPING AND MAIL NEWS.

MAILED DUE.

Indian (*Hyson*) 31st inst.  
 Australian (*Taiyuan*) 2nd prox.  
 American (*City of Peking*) 2nd prox.  
 English (*Valencia*



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHENGULPO & NAGASAKI	THURSDAY, 31st August, at Noon.
Tama MARU J. W. Wale	YOKOHAMA (DIRECT)	FRIDAY, 1st September, at Noon.
HIROSHIMA MARU S. Yoshikawa	Kobe and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
MIKE MARU S. Kawamura	BOMBAY, VIA SINGAPORE, and COLOMBO	TUESDAY, 5th September, at Noon.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 7th September, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 28th August, 1899.

## NAVIGAZIONE GENERALE ITALIANA

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LEGHORN AND GENOA.  
(DIRECT WITHOUT TRANSHIPMENT)  
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,  
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,  
NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

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\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

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CARLOWITZ &amp; CO.

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Dr. KNORR'S  
ANTIPIRYNE

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5  
grains, easily soluble in Water,  
Wine, &c.  
FEVER, RHEUMATISM, NEURALGIC  
AFFECTIONS,  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solu-  
tions possesses similar bactericidal action to  
silver nitrate, but is distinguished by complete  
absence of irritating properties.  
It is requested that the directions on the  
boxes for making solutions shall be implicitly  
followed.

## CHINA-EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

REMARK OF SPURIOUS IMITATIONS.

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When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMMENT, HUMBER and GLADIATOR CO., Ltd.,  
DUNLOP TYRES' BICYCLES—PRICE—\$160.  
A special reliable Watch made for this Climate.  
Quality A. \$12  
Quality B. \$10  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
to This Office.

Hongkong, 18th August, 1899. [1043a]

## Masonic.

ZETLAND LODGE,  
No. 525, E.C.

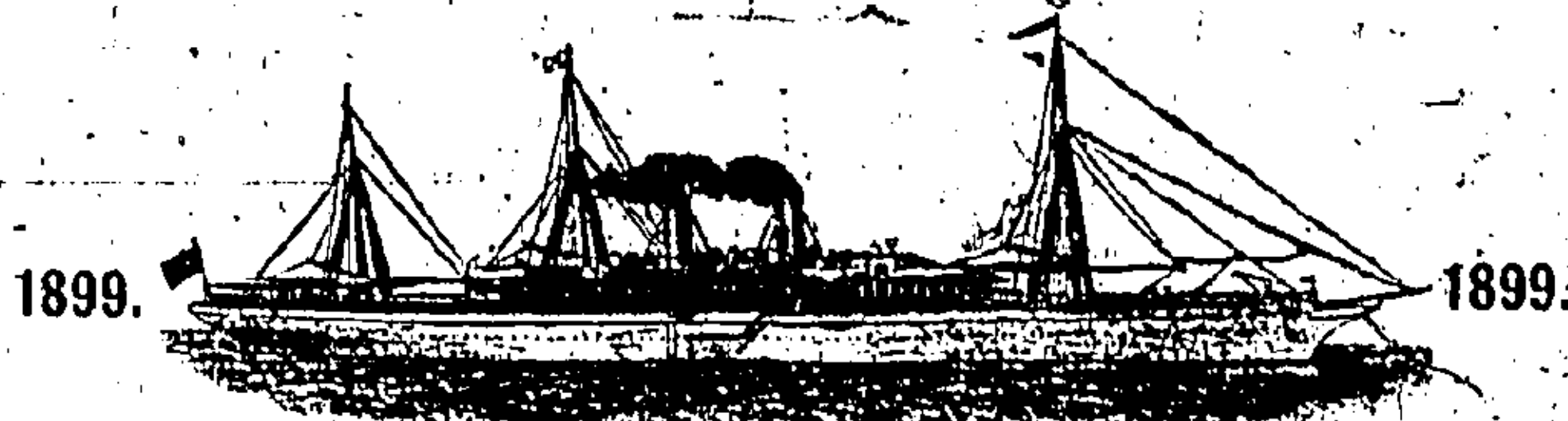
A REGULAR MEETING of the above  
LODGE will be held at the FRIDAY-  
MORNING, Zetland Street, on FRIDAY,  
the 1st September, at 8.30 for 9 P.M. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 28th August, 1899. [1043a]

MONTHLY RATES GIVEN NOW.

P. BOHM,  
Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGING. Close connection is made at  
Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
P.O. Box 100, Hongkong.

Hongkong, 9th August, 1899. [3]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU  
(via Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama and Honolulu)

Saturday, 23rd Sept.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)

Thursday, 19th Oct.,  
at Noon.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)

Tuesday, 14th Nov.,  
at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
SATURDAY, the 23rd September, at Noon,  
taking Freight and Passengers for Japan, the  
United States and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail-  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1899. [1310]

## WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" "WUCHOW"  
will be despatched alternately from Messrs.  
DOUGLAS LARSEN & CO'S WHARF at 4 P.M.  
on MONDAYS, WEDNESDAYS,  
FRIDAYS for WUCHOW, calling at HONG-  
KONG, KAMCHUCK, SAMSHUI, SHUING and  
TAKING.

Both Vessels have Superior Accommodation  
for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI \$5  
HONGKONG to WUCHOW \$10

Meals can be obtained on board.

For further information, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st August, 1899. [1025a]

Hongkong, 28th August, 1899. [1025a]

Hongkong, 28th August, 1899. [1025a]

Hongkong, 28th August, 1899. [1025a]

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Hongkong, 28th August, 1899. [1025a]

Hongkong, 28th August, 1899. [1025a]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. and TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

On Friday, 23rd Sept., at 10 P.M.

On Saturday, 24th Sept., at 10 P.M.

On Sunday, 25th Sept., at 10 P.M.

On Monday, 26th Sept., at 10 P.M.

On Tuesday, 27th Sept., at 10 P.M.

On Wednesday, 28th Sept., at 10 P.M.

On Thursday, 29th Sept., at 10 P.M.

On Friday, 30th Sept., at 10 P.M.

On Saturday, 1st Oct., at 10 P.M.

On Sunday, 2nd Oct., at 10 P.M.

On Monday, 3rd Oct., at 10 P.M.

On Tuesday, 4th Oct., at 10 P.M.

On Wednesday, 5th Oct., at 10 P.M.

On Thursday, 6th Oct., at 10 P.M.

On Friday, 7th Oct., at 10 P.M.

On Saturday, 8th Oct., at 10 P.M.

On Sunday, 9th Oct., at 10 P.M.

On Monday, 10th Oct., at 10 P.M.

On Tuesday, 11th Oct., at 10 P.M.

On Wednesday, 12th Oct., at 10 P.M.

On Thursday, 13th Oct., at 10 P.M.

On Friday, 14th Oct., at 10 P.M.

On Saturday, 15th Oct., at 10 P.M.

On Sunday, 16th Oct., at 10 P.M.

On Monday, 17th Oct., at 10 P.M.

On Tuesday, 18th Oct., at 10 P.M.

On Wednesday, 19th Oct., at 10 P.M.

On Thursday, 20th Oct., at 10 P.M.

On Friday, 21st Oct., at 10 P.M.

On Saturday, 22nd Oct., at 10 P.M.

On Sunday, 23rd Oct., at 10 P.M.

On Monday, 24th Oct., at 10 P.M.

On Tuesday, 25th Oct., at 10 P.M.

On Wednesday, 26th Oct., at 10 P.M.

On Thursday, 27th Oct., at 10 P.M.

On Friday, 28th Oct., at 10 P.M.

On Saturday, 29th Oct., at 10 P.M.

On Sunday, 30th Oct., at 10 P.M.

On Monday, 31st Oct., at 10 P.M.

On Tuesday, 1st Nov., at 10 P.M.

On Wednesday, 2nd Nov., at 10 P.M.

On Thursday, 3rd Nov., at 10 P.M.

On Friday, 4th Nov., at 10 P.M.

On Saturday, 5th Nov., at 10 P.M.

On Sunday, 6th Nov., at 10 P.M.

## Mails.

NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALBESIA	HAVRE and HAMBURG.	10th September.
Knuth	(LONDON with transshipment in HAMBURG)	About 27th September.
NURNBERG	HAVRE and HAMBURG.	About 27th September.
Blinder	(LONDON with transshipment in HAMBURG)	About 11th October.
*SAVOIA	HAVRE and HAMBURG.	About 11th October.
Agar	(LONDON with transshipment in HAMBURG)	About 19th October.
SUEVIA	HAVRE and HAMBURG.	About 19th October.
Frank	(LONDON with transshipment in HAMBURG)	About 30th October.
SERBIA	HAVRE and HAMBURG.	About 30th October.
Ostermann	(LONDON with transshipment in HAMBURG)	About 30th October.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO.,  
Agents.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Friday, 27th October, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [1043a]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra ..... 3,405 about Sept. 15

Belgian King ..... 3,379 about Oct. 15

Carinthian ..... 3,229 about Nov. 15

THE Steam



## SHIPPING NEWS.

## Ship Building Prospects.

Although the urgent demand for new tonnage which has been a familiar feature in shipbuilding centres for many months past, has eased down considerably, and a scarcity of orders for new boats is noticeable in some quarters, prices are being well maintained on the whole. The prospect of a reduction in the cost of building cargo steamers, which is greatly desired by many shipowners, seems still far distant. An enormous amount of work is being executed, and much more that is booked, has still to be done, irrespective of the large number of orders temporarily held back, owing to the present excessive cost of building. What ground exists for the expectation of some owners that lower prices will soon be looked for is not at all clear. All the ordinary indications point to a continuance of high prices for many months to come, and to an increase rather than a decrease in the present figures. Materials are higher than ever, and there are no signs of cheapening influences appearing, whilst the general activity in almost every department of the iron and steel trades certainly tends to stiffen prices for shipyard material. Labour is more expensive and less efficient, for the "Columbian" dodge has become very popular in some yards, and the unions also find that by carefully restricting the number of apprentices the demand, in certain departments, is overtaking the supply of workmen, to the temporary benefit of the limited squad. The extra bill for labour in preparing material and in constructing vessels has become a serious item for calculation in recent times. Foreign shipowners again are buying new boats built here, over the heads of some hesitating Englishmen, and are still paying such high prices for second-hand tonnage as inevitably enhances shipping values all round. On the slightest sign of a decline setting in, there are so many orders held in reserve which will then be placed, that any such fall is likely to be of a transient character, unless some unforeseen contingency arises to upset all ordinary calculations.

## Voyage in a "Dug Out."

Capt. Furnin Mouldin, of San Francisco, announces that he will go to the Paris Exhibition next year, in a dug-out. "I will build," he says, "a schooner from one of the largest trees in Humboldt County. The hull shall be one solid piece—simply the trunk of the tree hollowed out and hewn into shape. I will take a tree from 22 to 24 ft. in diameter for my boat. She will be 48 ft. long, 15 ft. beam, and 10 ft. deep, and will be rigged as a schooner. I will make my boat in Humboldt County, where the big trees are, and I figure that it will take me from two to three months to make it. I shall sail from here, around Cape Horn or through the Straits of Magellan across the Atlantic, and up the Seine to Paris. I want to be ready to start in time to reach Cape Horn about the last of December of this year, so that I shall arrive in Paris by May of 1900. I shall sail 16,000 miles in the trunk of a tree. I sincerely hope he will not find himself "up a tree" before the voyage is over.

## Customs Duty.

The Cunard Company has protested in regard to the action of the United States officials in enforcing the payment of duty on some extra coal taken by the Company's s.s. *Catalonia* from Liverpool to Boston to stiffen her, and transferred at Boston to other steamers of the Company, but the protests have all been overruled, and the decision of the Collector affirmed in each case. The Cunard Company maintained that the extra coal put on board for stiffening was not in the nature of an ordinary importation chargeable with the import duty of 67 cents per ton; also that the Act of Congress permits the transfer of coal from one ship to another of the same Company in the same trade. The payment of duty would attach, as a matter of course, to landed goods, but the Boston authorities insisted that the putting of the coal into barges for transference to other steamers of the Company amounted to unloading and landing, rendering the coal subject to taxation. But the sea stores or other "legitimate equipment" of vessels are exempt from duty in the States, and the Company also relied on this point. The authorities, however, declined to admit that coal-balls were "sea stores," and in any event considered such stores to be "excessive" in the sense of the regulations, subjecting the excess coal to an estimated amount of duty within the discretion of the Customs officials. From various points of view this ruling is highly unbusinesslike, and the general opinion on this side will undoubtedly be that the transfer of ballast coal at Boston from the *Catalonia* to other Cunard boats was not a "landing" of the coal in the "importation" sense, and that therefore the duty should not have been imposed on it.

## New Far Eastern Line.

According to information from St. Petersburg, the promoters of the new East Asiatic Line of steamers hope and intend to monopolize the whole of the Russian freight to the Far East. This new undertaking, however, is only an offshoot or extension of the East Asiatic Steamship Company formed a few years ago at Copenhagen with the object of increasing the commercial relations of Denmark with Siam, China, and Japan. A fair amount of success has attended the operations of this Company, and great pains have been taken by its managers for some time past to interest Russian merchants and traders and the Russian Marine Department in the Company. In pursuance of this object some of the leading men of the Company made a journey recently to St. Petersburg, and the result of their endeavours is, the formation of a new Russo-Danish East Asiatic Steamship Company with Russian and Danish capital, and as a branch of the existing Copenhagen Company, with its head-quarters at Riga. The management of the new undertaking is divided between the Danish Consul at Riga (Hornholdt) and the Consul at St. Petersburg (Hoffing), and operations are to commence as soon as possible. To this end the Copenhagen Company has made over to the Russian branch two large cargo-boats now in course of completion at Flensburg and Copenhagen. The Russian Government, as its wont is, has not only been prompt to sanction this enterprise, which will live up the trade of the Baltic ports and provide regular and direct means of communication to Eastern Siberia, but has accorded considerable privileges to it. One of the most important favours granted is the promise of reimbursing the Company out of the State coffers the heavy dues payable by the vessels for the passage through the Great Canal. Under these circumstances it will be strange indeed should the venture not meet with success. The share capital is 5,000,000 kroner to start with, but the doubling of the amount is already in contemplation, for the purpose of acquiring a number of new boats of large dimensions.

## Merchant Service Guild.

At the invitation of the Board of Trade the Merchant Service Guild have expressed the following opinion on the suggestion of the Board for the revision of the medical scales of merchant and passenger vessels:—

"First aid" should be in the Board of Trade Examination for Master—  
The Merchant Service Guild,  
June 30th, 1899.

The Assistant Secretary, Board of Trade, Sir—Your letter of 7th inst., together with the enclosed extract from the report of the Medical Committee recommending that "masters" presenting themselves for examination for masters' certificates should be required to produce evidence that they have passed through a course of instruction in the subject of "first aid to the wounded," have been carefully considered by the Guild.

In reply, I am directed to state that they would strongly deprecate, and object to, a further compulsory burden being placed upon those officers who now hold certificates. The conditions under which they exist, and the wretched remuneration they receive for their important and responsible services to their employers and to the State, renders it impossible for them to devote more time and money to the preparation for the higher examinations.

The Guild, however, fully realise the value of a knowledge of this subject on board ship, and would suggest, indeed, respectfully urge, the Board of Trade to, at an early time, require that all candidates for a first examination should hold a First Aid Certificate either from the St. John's Ambulance Society, or such other authority as might be approved by the Board. At this stage of their professional life, there would be no difficulty, and there is no doubt that, if such a step were taken, all those officers who had previously passed, would, whenever their circumstances permitted, voluntarily obtain such certificates.

I am, Sir, your obedient servant,  
J. C. MOORE, Secretary.

## An Unusual Ceremony.

The *Marine Journal* (New York) has the following: "An unusual ceremony at a launch was that which attended the launching of the four-masted schooner *Anna Murray*, at Camden, Me., on 24th June. It was no less, than the blessing of the vessel and her baptism with holy water by Bishop Healy, of Portland, in the same form in which were consecrated the caravels of Columbus. Altar boys, incense, and sacred oils, with the full ritual and prayers were used. The vessel is 210 ft. long, of 3,000 tons, and will be put in the West India trade out of New York."

## Lloyd's Register.

According to returns just published by Lloyd's Register, 103 steamers, of 141,596 tons gross, and 311 sailing-ships, of 121,342 tons register, were totally lost, condemned etc., during the quarter ending 2nd December, a total of 414 vessels, of 265,938 tons. The percentage for the United Kingdom of tonnage lost to the tonnage owned was 0.69.

## Torpedo Boat Destroyers.

A correspondent to *Fairplay* writes: "The disastrous explosion on board the *Bullfinch* has naturally direct attention to the torpedo-boat destroyer type of war-vessel, and the wisdom, or unwisdom, of the policy of sacrificing everything to speed, to the imminent danger of everyone employing the stock-holding of such craft. No better proof of the gimbale nature of these vessels can be found than the fact that very few of them have passed through their trials without having undergone a series of breakdowns more or less serious in their character, whilst quite a number of boats have been in the water for several years without having completed their trials yet. Last week the three destroyers *Fervent*, *Oliver*, and *Express* were at Greenock undergoing trial-trips, the first-named having been launched between four and five years, whilst there are several more on the river dating back about as long as the *Fervent*, without any apparent immediate prospect of their builders getting them off their hands. A return of all the torpedo-catchers launched during the past five years and not yet taken over by the Admiralty, with the number of trials and breakdowns which each has undergone, would be an eye-opener, and might lead to a stop being put to the enormous waste of money which is taking place in connection with the carrying of a class of vessels which are so hard to get passed through their trials, and which may be expected to break down whenever they are subjected to the strain of active service. A good, strongly-built and engine serviceable boat, steaming 35 knots, would be worth a dozen 30 or 33-knotters which could not be trusted to run for more than an hour without sending something flying in the engine-room, with possibly a repetition of the disastrous results in the *Bullfinch* case. Apparently the higher rates of speed can only be obtained through the sacrifice of the strength and weight of the machinery employed in the construction of the hulls and the machinery; hence the application of the contemptuous term of 'tin pans' to the catcher flotilla."

## To be Let.

TO LET.  
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).  
PROPERTY lately occupied by the Bowington Saw Mills.  
GROUND FLOOR, 54, PEEL STREET.  
OFFICES—1st floor, No. 40, PRAYA CENTRAL (Lately occupied by Messrs. Melchers & Co.).  
"HARFORD" MAGAZINE GAR.  
No. 4, RIFON TERRACE.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 28th August, 1899. [12]

TO LET.  
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.  
"H."  
c/o of this Office.  
Hongkong, 17th May, 1899. [664a]

TO LET.  
HOUSE No. 1, Duddell Street.  
One Small GARDEN in Duddell Street.  
HOUSE No. 57, Praya Grande, Macau.  
Apply to BELLIOS & CO.  
Hongkong, 23rd August, 1899. [1073a]

FOR SALE or TO LET.  
Large House, 21, KRINGSKIRE, a large family house suitable for a Club or Boarding House.  
Apply to BELLIOS & CO.  
Hongkong, 23rd August, 1899. [1074a]

TO LET.  
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).  
Apply to COMPAGNIE OFFICE.  
E. C. HOCHAPPEL.  
Hongkong, 23rd March 1899. [139a]

## Shipping.

## STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is instilled throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 19th August, 1899. [1054a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is instilled throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th August, 1899. [1098a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.  
THE Company's Steamship  
"NANCHANG,"  
Captain Finlayson, will be despatched as above on SUNDAY, the 3rd September.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th August, 1899. [1075a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR MARSEILLES AND LONDON VIA STRAITS.  
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship  
"CHINGWU,"  
H. Harris, Commander, will be despatched as above on or about the 5th September.  
For Freight, apply to HOLLIDAY, WISE & Co., Agents.  
Hongkong, 17th August, 1899. [975a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"CHINGTU,"  
Captain Williams, will be despatched as above on TUESDAY, the 5th September.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th August, 1899. [1030a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"CHINGTU,"  
Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th August, 1899. [1075a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(ROBT. M. SLOAN & Co.—HAMBURG).  
FOR NEW YORK VIA SUEZ CANAL.  
THE Full-powered Steamship  
"PISA,"  
will be despatched as above on or about the 15th September.  
The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.  
For Freight or Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, 18th July, 1899. [938a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship  
"INDRANI,"  
Captain Campbell, will be despatched as above on or about the 11th September.  
For Freight, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 22nd August, 1899. [1069a]

## Shipping.

## STEAMERS.

FOR MANILA AND LONDON.  
THE Steamship  
"DUNAV,"  
A. Kisseloh, Commander, will be despatched as above on or about the 30th instant.  
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.  
Hongkong, 28th August, 1899. [1072a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"THALES,"  
Captain Hall, will be despatched for the above Port on THURSDAY, the 31st instant, at 10 A.M.  
For Freight or Passage, apply to DOUGLAS, LAIR & Co., General Managers.  
Hongkong, 28th August, 1899. [1092a]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"MAIZURU MARU,"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 2nd September, at Daylight.  
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 28th August, 1899. [1090a]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"STENTOR,"  
Captain Jackson, will be despatched as above on TUESDAY, the 5th September.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 15th August, 1899. [1036a]

"BEN" LINE OF STEAMERS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship  
"BENVENUE,"  
Captain Potter, will be despatched as above on or about the 8th September.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th August, 1899. [1066a]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"PYRKHUS,"  
Captain Batt, will be despatched as above on SATURDAY, the 16th September.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th August, 1899. [1093a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.  
FOR PHILADELPHIA AND NEW YORK.  
THE New Steamship  
"PING SUEY,"  
Captain C. de La Perelle, will be despatched for the above Port on or about the 5th October.  
For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 21st August, 1899. [1020a]

## Consignees.

TOYO KISEN KAISHA.  
NOTICE.  
CONSIGNEES of CARGO per Steamship  
"AMERICA MARU,"  
are hereby notified that their Goods are at their risk being discharged into Lighters and landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining unclaimed after the 31st instant will be subject to rent.  
No Fire Insurance has been effected.  
J. S. VAN BUREN, Agent.  
Hongkong, 24th August, 1899. [1310]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship  
"SUISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo inspecting the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Manager.  
Hongkong, 24th August, 1899. [1076a]

MITSUI BUSSAN KAISHA.  
No. 6, 1st House Street, Praya Central.  
Head Office—TOKIO.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.  
Agents—  
Miiki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinomiya Coal Mines.  
Onoura Coal Mines.  
No. 1, Onoura Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kangafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Miika Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
Mitsui Bussan Kaisha, K. HASEGAWA, Manager.  
Hongkong, 19th August, 1899. [45]

## Intimations.

## HOW TO PROVIDE FOR THE FAMILY.

INCOME \$5,000; EXPENDITURE \$5,000; PROVISION N/2.  
INCOME \$5,000; EXPENDITURE \$4,500; PROVISION \$3,000 YEARLY.

FOR an annual premium of \$1,550 this Society will undertake to pay to the family  
\$3,000 PER ANNUM.  
If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of \$714 guaranteed and \$500 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1919 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a DAY BE WASTED, but apply for special example to the  
EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.  
F. KIENE, Acting Manager, Hongkong. [1093a]

22nd August, 1899.  
F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [39]

THE NEW FRENCH REMEDY. THERAPION.  
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Volpelt, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.  
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.  
THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c.; to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.  
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing sequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.  
THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [56]

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED),  
24, 26 & 28, POTTINGER STREET, HONGKONG.  
JUST ARRIVED.  
"SILVER SHIELD BRAND" OF AMERICAN CANNED FRUIT.  
EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.  
Hongkong, 1st August, 1899.

MEE CHEUNG, PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN 1st House Road.  
IS now in a position, in his New and Complete Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.  
Hongkong, 22nd September 1898. [45]

For Nervous Exhaustion  
CHAPOTEAU'S PHOSPHOGLYCERATE OF LIME  
The modern restoration of the nervous system. For brainworkers, professional men, athletes, students, etc., it is a daily essential. It is readily assimilated and promotes digestion.  
PHOSPHOGLYCERATE BYRUP (CHAPOTEAU)  
PHOSPHOGLYCERATE WINE (CHAPOTEAU)  
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)  
6 rue Villeneuve, PARIS-FRANCE

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for London & Germany. Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

CARBOLINEUM AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.  
Thoroughly reliable, preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.  
Sole Agents for China, LUTGENS, EINSTAMM & Co., Hongkong, 11th September, 1896. [19]

AN APPEAL.  
THE SUPERIORITY of the ITALIAN CONVENT CANNED FOOD, most respectfully to APPEAL to the Residents of Hongkong and the Port Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.  
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The



## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &amp;c., &amp;c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations, if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [13]

KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,

21 &amp; 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

136, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

LETTER ALL COME TO

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [1506]

SIENTING SURGEON DENTIST.

No. 2, D'ARQUILL STREET, TERMS VERY MODERATE.

Consultation free. Hongkong, 27th September, 1898. [43]

DENTISTRY: SUI SANG.

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [182]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers, or the Crews of the following Vessels during their stay in Hongkong Harbours.

KELAT, British ship, John Hughes.—Standard Oil Co.

OPIUM QUOTATIONS.

Hongkong, 29th August.

New Patna, 860 per chest.

New Behares, 840 per chest.

New Malwa, 750/770 per picul.

Old Malwa, 780/800 per picul.

Persian, paper lard, 670/750.

## The Share Market.

## LATEST QUOTATIONS.

(August 29th.)

## Banks.

Hongkong and Shanghai Banking Corporation—35 per cent. prem.

The Bank of China &amp; Japan, Ltd.—(Preference) nominal.

The Bank of China &amp; Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China &amp; Japan, Ltd.—(Deferred) 1/2 buyers.

National Bank of China, Ltd.—\$25 buyers.

Do. Do. Do. \$25 buyers.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$250 buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$175 buyers.

Canton Insurance Office, Ltd.—\$150 buyers.

Straits Insurance Co., Ltd.—\$61.

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.

China Fire Ins. Co., Ltd.—\$883.

## Shipping.

Hongkong, Canton, &amp; Macao Steamboat Co., Limited—\$32.

Indo-China Steam Navigation Company, Ltd.—\$67.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$56.

China Mutual S. N. Co., Ltd.—(Preference)—\$30 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$30 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$30 to buyers.

Star Ferry Co., Ltd.—\$17.

## Refineries.

China Sugar Refining Co., Ltd.—\$155.

Luzon Sugar Refining Co., Ltd.—\$55.

## Mining.

Punjom Mining Co., Ltd.—\$91.

Do. Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$240.

Quebec Mines, Limited—\$50.

Jelebu Mining and Trading Co., Ltd.—\$14.

Raub A'lian Gold Mining Co., Ltd.—\$60.

Oliver's Freehold Mines, Ltd.—(A) \$81.

Oliver's Freehold Mines, Ltd.—(B) \$64.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$30.

## Docks, Wharves and Godowns.

Hongkong &amp; Whampoa Dock Co., Ltd.—\$11.

Hongkong &amp; Kowloon Wharf and Godown Company, Limited—\$6.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$16.

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$10.

Hongkong Land Investment and Agency Co., Ltd.—\$106.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$36.

Hongkong Hotel Co., Ltd.—\$128.

Humphreys' Estate and Finance Co., Ltd.—\$10.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$31.

China-Borneo Co., Limited—\$10.

A. S. Watson &amp; Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13 sales.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick &amp; Co., Ltd.—\$13.

Hongkong Ice Co., Ltd.—\$330.

Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$6.

Hongkong &amp; China Bakery Co., Ltd.—\$25.

Campbell, Moore &amp; Co., Ltd.—\$12.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael &amp; Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$70.

Ewo Cotton Spinning &amp; W. Co., Ltd.—Tls. 67.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laou-kung-mow Cotton Spinning &amp; Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY &amp; POTTS (Share Brokers).

Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 29th August.

ON LONDON, Telegraphic Transfer, 1/11.

Bank Bills, on demand, 1/10/10.

Credits, 4 months' sight, 1/11/10.

Dinents, 4 months' sight, 2/0/10.

ON BERLIN, Bank Bills, on demand, 2/48.

Credits, 4 months' sight, 2/51.

ON NEW YORK, Bank Bills, on demand, 47.

Credits, 30 days' sight, 48.

ON BOHAY, Telegraphic Transfer, 147.

On demand, 147.

ON SHANGHAI, Telegraphic Transfer, 73.

Private, 30 days' sight, 73.

ON YOKOHAMA, T.T. 4 per cent. prem.

Sovereigns, Bank's Buying Rate, \$10 to Gold Leaf too touch, per tael, \$27.75.

Bar Silver, 277/16.

Dollars, 12 per cent. prem.

## VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Mr. J. Kirkwood and 2 children

Mr. J. H. Aitken Mr. J. Lam

Mrs. John Angus Mr. E. A. Leggatt

Mr. W. S. Bailey Mr. Leon A. Lévy

Mr. B. J. Barlow Mr. A. H. Myers

Miss Borredo Mr. J. W. S. Neeson

Mr. A. B. Carter Dr. &amp; Mrs. P. O'Brien

Mr. A. Doctor Mr. W. Parfitt

Mr. T. F. Burgdorff Mr. J. O'Neill

Mr. H. B. Bylles Mr. C. S. Perry

Mr. A. B. Carter Mr. and Mrs. S. G. Reilly

Mr. A. Doctor Mr. G. E. Richardson

Mr. L. L. Etzel Mr. S. J. Robinson

Mr. G. E. Gelm Mr. &amp; Mrs. C. Robinson

Mr. G. H. Gelpin Mr. H. Simmins

Mr. &amp; Mrs. K. Gibson Mr. C. Smith

Miss Glassford Mr. A. Spagnolo

Capt. Goddard Mr. C. Thomas

Mr. R. J. Hall Mr. R. H. Tuckwell

Mr. A. Harper Mr. T. E. De Witt

Mr. Hillman Mr. T. Howard

Mr. T. Howard Capt. R. P. Walling

Mr. Wm. K. Hughes Mr. W. Whitley

Mr. J. A. Irwin Mr. and Mrs. A. W. Whitlow

Mrs. Jackson Mr. and Mrs. Bagnall

Major and Mrs. Jeffreys Mr. and Mrs. Wild

Mr. and Mrs. Joseph Mr. and Mrs. Williamson

Mr. and Mrs. Kiene Mrs. J. Williamson

Mr. Kinghorn Mrs. J. Williamson

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## VISITORS AT THE WINDSOR HOTEL.

Mr. S. Cheng Dr. S. Miyamoto

Mr. Mortimer Cook Mr. G. Morita

Mr. Chesney Duncan Mr. M. Pardo

Mr. Foster Mr. H. Rees

Mr. D. Grappe Mr. and Mrs. Robinson

Mr. H. Holmes Dr. Teihara

Mr. B. James Lee Dr. Tsutsui

Dr. B. Matsumura Mr. E. J. Young

Dr. N. Matsumura Mr. P. Zaldívar

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